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[5351]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

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No anonymously signed communications will be inserted.

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BIRTH.

On October 15th, at Shanghai, to Mr. and Mrs. HENRY MEETENS, a daughter.

DEATH.

On October 19th, at Shanghai, THOMAS HENRY MALCOLM, late Master of the China Navigation Company's S.S. *Tamshu*, aged 44 years.HONGKONG OFFICE: 10a, DES VOGES ROAD, C.
LONDON OFFICE: 131, FLEET STREET, EC.

The Daily Press.

HONGKONG, OCTOBER 26TH, 1911.

MR. SIDNEY WEBB, the well-known writer on economics, whose monumental work on London's workers will prove invaluable to future historians, has been lecturing in Japan on economic questions. Mr. Webb, who was accompanied by his wife, did not receive quite such a warm welcome in Japan as has been accorded to some less distinguished of his compatriots, but probably he was thereby enabled to see more of the country and the life of the people. The Japanese authorities, in view of the recent crusade against Socialism, were no doubt a little afraid of taking official notice of Mr. Webb's visit, more especially as he was somewhat bluntly—though, of course, correctly—described in one of the foreign papers as a Socialist. As a leading member of the Fabian Society Mr. Webb could not deny the allegation, and the difference between the militant Socialist and the Italian Socialist being unknown in official circles in Japan, it is hardly surprising that the authorities fought shy of him. However, unofficially Mr. Webb received a good deal of attention, and his lecture, which was delivered before the British Society in Tokyo, was attended by at least one Cabinet member and several members of the Diet.

The British Society, it may be explained, is an organisation intended to bring into close contact British subjects and those Japanese who have visited England officially or otherwise. The majority of its members are thus fluent English speakers, and no one attending one of the Society's receptions would think that fifty years ago the late Mr. FUKUZAWA, in commencing his study of the language, could find no one in Tokyo who had any but the slightest knowledge of it or was even able to tell him how to set about learning it. Mr. Webb was, perhaps, rather surprised to find such a number of English scholars, for the Japanese have the undeserved reputation of being bad linguists. Certainly his remarks, which, it is reported, were listened to with profound attention, could not have come at a more opportune time. Their refreshing quality lay in the fact that they did not consist of mere empty encomiums, which, as one Japanese at the meeting remarked, seemed the only mental activities which the majority of visitors were able to show; nor were they, on the other hand, hyper-critical. Mr. Webb carefully picked his way among the shoals, praising and blaming. Thus he saw no reason to think that the agricultural system of Japan, which he rightly described as admirable, was inevitably doomed to destruction if Japanese statesmen took care to preserve it, and he pointed out several methods by which the peasant farmer could be assisted without being pauperised. At a moment when Japan is seriously considering the question of the sufficiency of her food supplies this defence of present conditions is particularly interesting. There can be no doubt that Japan is outgrowing her supply of home-grown rice, and if she is not to fall into the condition of England it is on her peasant farmers that she must rely. Their present lot, however, is not satisfactory. They have to pay high land-tax, their access to the market is barred by heavy freight rates on the Government railways, and they have the bitterness of seeing middlemen and manipulators on the rice exchanges make enormous profits out of their produce—profits which should have come, they feel, into their own pockets. The question of the middlemen is attracting some attention among the authorities, and attempts to gamble with the food supplies of the country are likely henceforth to be dealt with severely. What seems wanted, however, is some kind of co-operation among the farmers, by which they can approach the consumers direct, as well as improved methods of agriculture and a greater spirit of enterprise. The farming class in Japan, as, indeed, in most countries—is conservative as a whole, and efforts to move it out of well-worn grooves must be very persistent to have any effect. The rice supply can, of course, be augmented from abroad, but the Japanese do not care for rice that is not grown in their own country. Some enthusiasts have proposed that the national food should become bread, and the rice-fields converted to wheat. This is but a dream. To the majority of Japanese bread is a kind of cake, and to live on it would be like asking a European to live on confectionery. Moreover, rice is easily prepared at home for consumption, whereas bread would have to be made by bakers, and the average Japanese has no accommodation for its preparation. It is true that bread is now procurable in all the large cities and towns in Japan, but if it ever supplants rice as the national food it can only be very gradually. At present it is largely eaten as a remedy for *kuuk*, the rice disease. Whether Japan can continue to supply herself with rice is a moot question, however. The increase in the population has so far proceeded much faster than the increase in the cultivation of rice, and it may be suspected that there is no room for further expansion, under which circumstances Japan will sooner or later have to overcome her dislike of foreign rice. The import duty on rice, against which an agitation is now being raised, seems to have had no effect on the production and has only further impoverished those people who must eat the cheaper foreign rice or starve. Another point touched on by Mr. Webb was the provision for the sick and poor. His remarks were an attack—discretely anonymous—on the Saiseikai, an organisation recently established under the auspices of the Emperor to give relief to the indigent sick. Mr. Webb acknowledged that the same method of qualifying people for pauperism had been followed in the past in England, but he held that efforts in that country were now more directed towards prevention than cure. Help the indigent sick, of course, but attach more importance to preventing them becoming sick. There has been a good deal of heartburning in Japan over the Saiseikai, although a free discussion of the question was somewhat hampered by the fact of its

inauguration by the Emperor, whose acts are removed from the realm of controversy. There was a good deal of pressure brought to bear to make up the necessary funds, and the organisation being entirely in the hands of the officials the subscriptions almost amounted to a tax on unearned increment. If it is but to end, as Mr. Webb hinted, in a further increase in the widening gulf between the rich and the poor, its inauguration will be regretted. The introduction of industrial capitalism into Japan is undoubtedly breaking up the family system, and with the break up of the family system there will end that great co-operative movement which has in the past kept pauperism down to the very smallest proportions in Japan. In view of Mr. Webb's contention as to the necessity of prevention, which of course applies to pauperism as well as sickness, it is interesting to note that this result was achieved under the family system not by indiscriminate doles among the family or equal division of property, but by pressure being brought to bear to prevent any member of the family becoming indigent. Mr. Webb apparently regards the system as doomed, but he thinks the task formerly carried out by the family devolves by right upon the local governments, with the assistance of grants in aid from the central government. To establish any organisation for the relief of pauperism as such he holds to be a fatal mistake, which can only end in producing that large indigent population which weighs so heavily on England. Especially does he condemn the lumping together of young and old, sick and strong in pauper institutions, the management of which has no special knowledge of how to deal with them. The health of the people, he holds, should be dealt with by the health authorities, whether they be indigent or otherwise. In the same way the children fall under the educational authority, the out-of-work under the labour bureau organisation, and so on. Only in this way can sickness be prevented, pressure brought to bear on parents to clothe and feed their children, and the unemployed kept from sinking into the gulf of pauperism. Japan has come to the parting of the roads, and great importance attaches to her next steps. To follow the delusive beams of benevolent charity down the wrong turning and to find at the end the workhouse, the stone-yard and all the other paraphernalia of pauper organisation in Western countries would evidently be to take a fatal step.

A letter from Mr. F. B. L. Bowley on the "British" Schools of the Colony is held over until to-morrow.

At the Magistracy a Filipino was charged with driving a motor car at excessive speed and was fined \$50 by Mr. Wood.

Seven boatmen were at the Magistracy yesterday fined \$10 each for making fast to the property of the Wharf and Godown Company at Kowloon.

It is announced that the partnership hitherto existing between Mr. F. X. d'Almada e Castro and Mr. Crowther Smith, solicitors, has been dissolved, and that each will practice in the Colony on his own account.

At the Marine Magistrate's Court yesterday Commander Beckwith, R.N., fined the master of a junk \$5 for anchoring his vessel within the limits of the southern fairway on the 24th instant. The junk master, who had visited Hongkong on five previous occasions, said he did not know it was against the law to anchor where he did.

The police of Kowloon on Tuesday morning arrested three men under suspicious circumstances. One was found near the garden of Kowloon School, and he was heard to whistle, whereupon he was joined by two others. A number of larcenies have taken place in that vicinity, but the police have not been able to bring these home. The men were charged with being vagabonds and were remanded pending the appearance of friends.

The Rev. Mother Superior of the French Convent wishes to thank his Lordship Bishop Pozzi for opening the bazaar at the City Hall on Tuesday, and also to convey her deep gratitude to all the ladies of the Colony who gave their help both by holding stalls and by purchasing numerous articles, and for doing so with so much kindness and keen interest. She also wishes to thank all those who attended the sale or who took part in it in any way. She begs also to thank the Philharmonic Society for the loan of the piano which was utilized in the afternoon by Mme. Thomas, who played several musical selections. All friends of the Convent will be glad to learn that the bazaar was a great success.

THE KIRIN-HUINING RAILWAY.

A LOAN FROM JAPAN.

Work on the Kirin-Huining Railway, a distance of 900 miles, will, says the *Kokumin*, be started in the near future under the direction of the Chinese authorities in Kirin Province. The expenditure is put at £30,000,000, including cost of rolling stock. Of this amount £10,000,000 will be borrowed from Japanese financiers, and the remaining £20,000,000 will be obtained from agricultural funds in Mukden, Kirin and Amur districts. The Governor of Kirin Province will shortly despatch representatives to Japan to raise a loan of ten million yen.

TELEGRAMS.

[FROM OUR OWN CORRESPONDENT.]

THE REVOLUTION.

BOMB OUTRAGE AT CANTON.

ATTEMPTED ASSASSINATION OF NEW TARTAR-GENERAL.

CANTON, October 25th.

There was another bomb outrage here to-day, an attempt being made to assassinate the new Tartar-General.

Many people were injured.

[FROM THE "CHUNG NGOI SI PO".]

TARTAR-GENERAL DEAD.

CANTON, October 25th.

The new Tartar-General was killed by the explosion of a bomb which was thrown at him to-day.

The Viceroy has memorialised the Throne to this effect.

[The murdered official was previously Tartar General of Kinchow, in Kupuk. He passed through Hongkong on Tuesday on his way to Canton, and appears to have been assassinated yesterday morning while proceeding to the Yamen.]

CANTON'S ATTITUDE TOWARDS THE REBELLION.

CANTON, October 25th.

A meeting of the gentry and merchants of Canton was held to-day.

Tang Wa Hei, formerly Governor of Anhui province, and Leung Ting Fun, formerly Provincial Judge of Hupeh, were elected Chairman.

A decree has been issued which penalises the carrying of arms under penalty of death.

GERMAN EMPLOYEE SHOT.

It is reported from Tripoli that by order

of the Court Martial a Kavass employed in

the German Consulate was shot publicly

for stabbing a wounded Italian soldier.

BRUTAL MURDER AT MONASTIR.

The brutal murder and mutilation of the Greek Metropolitan of Gravina and two attendants in the Villayet of Monastir has excited the greatest indignation in Greece, where the Young Turks are unhesitatingly accused of conniving at the Roumanian

propagandists' plan to carry out the crime.

[THROUGH REUTER'S AGENCY.]

GOVERNMENT STRONGHOLD SURRENDERS.

LONDON, October 25th.

Reuter's correspondent at Peking wires that Sianfu, which was regarded as a Government stronghold, has peacefully submitted to the rebels.

Official circles are deeply impressed at the secession of the historic refuge of the Chinese Court.

GENERAL YIN CHANG DEMANDS MORE ARTILLERY AND MONEY.

LONDON.

General Yin Chang has informed the Government that the rebels have 400 guns.

He therefore demands additional artillery, and also money wherewith to pay the troops before he advances.

A message from Sianfu states that the rebels are making overtures to the Mohammedans of Kansu.

THE "LIBERTE" DISASTER.

LONDON, October 25th.

Reuter's correspondent at Ottawa wires that the last Dominion election at Yukon

resulted in a Conservative gain.

LIMITATION OF ARMAMENTS.

LONDON, October 25th.

The German Press is greatly interested in the appointment of Mr. Winston Churchill as First Lord of the Admiralty, and anticipates a renewal of British action to secure the limitation of armaments.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE MEDITERRANEAN WAR.

HEAVY FIGHTING AT BENGHAZI.

LONDON, October 25th.

Reuter's correspondent at Rome wires that heavy fighting has occurred at Benghazi.

Six hundred Turkish levies were reinforced by 5,000 Arabs, and they lost 400 killed and 1,200 wounded.

The damage occasioned by the bombardment is officially described as not great.

THE BOMBARDMENT OF BENGHAZI.

LONDON.

Reuter's correspondent at Malta wires that letters from Benghazi state that the bombardment wrought great havoc and caused a panic.

The British Consulate was badly damaged, and the Consul, Mr. Francis Jones, was wounded.

It is estimated that the casualties among the inhabitants number 4,000.

The Maltese church partly collapsed, eight people being killed and ten wounded.

Several British Jews who took refuge in the Consulate during the bombardment were killed or captured.

CARRYING OF ARMS PROHIBITED.

A number of Tripoli Arabs who on the 23rd instant shot a number of natives found carrying arms have been arrested.

Some of them will be tried by court martial, and others will be expelled from Tripoli.

A decree has been issued which penalises the carrying of arms under penalty of death.

GERMAN EMPLOYEE SHOT.

It is reported from Tripoli that by order of the Court Martial a Kavass employed in the German Consulate was shot publicly for stabbing a wounded Italian soldier.

HEAVYWEIGHT BOXING.

LONDON, October 25th.

The *Novoy*

THE REBELLION.

THE SITUATION AT CANTON.

Our Canton correspondent writes:—
In spite of the news from the North, all is very quiet at present in this city, but there are not wanting two or three disquieting episodes to prove that it would take very little to create trouble here, and that indeed the officials think that such trouble will occur. Saturday night was the end of the eighth moon, and the authorities were not without fear that some rising would be attempted during the hours of darkness. Bodies of troops were therefore sent to patrol the chief streets, and guards at the police stations were augmented. The men on guard at the bridges leading on to Shamoon were also increased in number. Nothing out of the ordinary, however, took place. During the day certain notices to the effect that the rebels had been defeated were posted up in various parts of the town, and, in many instances these were torn down by the mob, the latter being incited, it is said, by those merchants who are opposed to the Government's railway policy. No serious rioting took place, however. On Sunday circulars issued by the newspapers were sent round to the effect that in the expected battle near Hankow the rebels had been completely victorious and that the Royalist forces had fallen back.

I have just been talking to a native who tells me that it is common talk among the people that the Prince Regent has mysteriously died and that the Palace in Peking is in a state of panic. I have long since given up the attempt of trying to ascertain how such rumours take their rise, but rise they do, and the people in this way often get hold of at least an inkling of the truth days before it is officially published. Though there is not much likelihood of any modicum of truth being contained in the above-mentioned rumour, it is yet somewhat significant that the authorities should have attempted to deceive the populace concerning the real state of affairs by posting up fictitious news of success.

My letter of a few days ago made it plain that Canton is not too well provided with men to withstand a rising, and the loyalty of these southern troops is a somewhat doubtful factor. With this place as it does with sedition and with half the men openly or secretly in sympathy with the revolutionary cause, nothing but the staunchest loyalty on the part of the military could stop the city from falling into the hands of the rebels in a very short space of time. The officials are well on the *qui vive*, however, and so well is the city and district honeycombed with government spies and informers that concerted movement on the part of the plotters is rendered extremely difficult. There is reason to believe also that these southern rebels are not quite in full accord and that there are traitors in the camp, for it will be remembered that details concerning the late rebellion were "given away" by someone, and the information thus given proved sufficient to enable the officials to crush the rising while in its incipient stage.

Another disquieting factor in the present situation is the fact that confidence is again being shaken in the Government bank-notes. Many shops will not accept notes, and to-day exchanges are asking 3 per cent. discount. For this district the Government is in no small measure itself to blame. This morning I had a conversation with a European gentleman who had just come in from the city after an attempt to change several hundred dollars' worth of Government bills into silver. The notes were of three kinds, Ta Ching, Bank of Communication and Mini notes. Now all these are Government notes and guaranteed by the Government. The gentleman took all the notes to the Bank of Communications and asked for silver. The shroff picked out the Communication notes, redeemed them and handed back the rest, saying that his bank would have no dealing with the other notes. The other banks did the same, each bank looking upon its neighbour's issue with an air of the utmost suspicion. The gentleman told me that it was only because he was a foreigner (with, therefore, the power of his Consul behind him) that he received the money with so little trouble. Natives in the banks on the same errand as that on which he himself had come were being treated with scant courtesy. Now this kind of thing evidently does not tend to induce confidence in the public mind, and the confidence of the public is above all other things what the Government needs at the present moment.

These factors, the lack of adequate military defence, the tacit sympathy of the people with the rebel cause, and the want of confidence in Government paper, may not be separately of great or serious importance, but, taken together, they denote plainly a state of affairs needing the utmost tact and diplomacy to manage if the Government is to weather the impending storm and come out any better than a wreck.

THE "SHINYO MARU."

The magnificent new *Toyo Kisen Kaisha* liner, *Shinyo-maru*, running between Hongkong and San Francisco, is now in port, having returned from her first trip across the Pacific. She is a sister ship of the *Tenyo-maru* and *Chuo-maru*, but her internal designs and fittings include many improvements on the arrangements in the other ships. The limit of luxury, has surely been reached in this vessel. The principal music saloon is upholstered in expensive silk embroideries, and the decoration in all the saloons is most artistic. In the design of the ship the most careful attention has been paid to the comfort and convenience of the passengers. No description of the ship can convey to the reader an adequate idea of its luxurious accommodation, but we should not omit to mention that among its distinguishing features is a palm garden and deck specially for dancing. Mr. Matsuda, the Company's agent in Hongkong, is issuing invitations to a large number of residents to inspect the ship tomorrow. Captain H. Smith is in command of the steamer, and those who know him will not need to be told that he is the most genial of hosts.

BREACH OF THE OPIUM ORDINANCE.

MESSRS. A. S. WATSON & CO. PROSECUTED.

MORPHINE IN COUGH LOZENGES.

At the Magistracy yesterday Mr. J. A. Tarrant, secretary of Messrs. A. S. Watson & Company, Limited, was summoned for importing morphine contrary to the Opium Ordinance, and secondly, for not having a certain case labelled morphine and poison. Mr. P. M. Hodgson, Assistant Crown Solicitor, appeared in support of the summonses, while Mr. R. O. Hutchison, Superintendent of Imports and Exports, was also present. Mr. Eldon Potter, instructed by Mr. J. Scott Harston, appeared for the defence.

His Worship (Mr. Hazell) having read the summons to Mr. Tarrant,

Mr. Potter said that he appeared for the defendant, and was prepared to plead guilty to a technical breach of the Ordinance on both charges.

His Worship—It must be unconditional.

Mr. Potter—Yes. I reserve my right to address you after my friend has dealt with the case. Mr. Hodgson said the charges though brought against Mr. Tarrant were against Messrs. A. S. Watson & Company. The first one was unlawfully importing into the Colony on the 30th August, 1911, morphine not being marked with the word "poison".

His Worship—You say these offences are under the Opium Ordinance. Is it not under the Public Health and Buildings Ordinance?

Mr. Hodgson—It is in the conditions of the Opium Ordinance. Proceeding, he referred his Worship to the Opium Ordinance, No. 23 of 1909, and to the conditions set forth in the regulations. In the conditions it was stated that the licences should not import into the Colony any morphine unless it was legibly described and marked by the word "poison" and the name or names of the substances contained therein. As his friend had pleaded guilty on behalf of his client—

His Worship—They are practically one offence?

Mr. Hodgson—They are two breaches of the conditions. On the 30th August, Watson & Company landed at Kowloon a case which appeared on the ship's manifest as confectionery. The case remained in the godown four or five days and the revenue officer in charge upon instructions sent a message to Watson & Company to come and open the case. Defendants sent over Mr. Nobbs, the manager of their warehouse, who opened the case and found that it contained cough lozenges. Mr. Brett, the revenue officer, asked to be allowed to take some for analysis, which was agreed to. The case was not labelled "poison". After this inspection by the revenue officer the defendants took steps to make a declaration of the contents of the case. The general manager admitted that the case contained morphine in lozenges weighing 224 lbs. in all 358,400 lozenges, each lozenge containing one-twelfth grain of morphine. Altogether that made 4 lbs. 4 ozs. A letter was written by the general manager on the 6th September to the Principal Civil Medical Officer admitting that they had already in their possession 2 lbs. of morphine, thus making the amount 1 lb. in excess of the amount permitted under the Ordinance. The two breaches of the Ordinance were, first, landing in the Colony a case containing morphine without being marked "poison", and the other having in their possession more than 5 lbs. of morphine without permission of the Principal Civil Medical Officer of Health. I will leave the matter to your Worship.

His Worship—They are really lozenges?

Mr. Hodgson—Yes.

His Worship—Does the prosecution regard it as a serious offence?

Mr. Hodgson—I am instructed that it is so. My friend will address you. I leave the case to your Worship.

His Worship—There is no question that these are cough lozenges?

Mr. Hodgson—They are marked cough lozenges.

His Worship—There is no question of any fraud intended in the importation?

Mr. Hodgson—The question of fraud or *mala fides* is not for me to deal with under the Ordinance. It is entirely a question for your Worship upon the facts, and the penalty will be adjusted accordingly.

His Worship—No, no. It is a question whether there is any fraud.

Mr. Potter—You may take it that it was an ordinary cough lozenge.

Mr. Hodgson—These lozenges handed up are

Mr. Potter—The name of Mr. Tarrant appears on the summons, but the real defendants are Watson & Company. I had thought that my friend would have withdrawn any suggestion of *mala fides* on the part of Watson & Company, and I am surprised to hear it stated in Court that he would not withdraw it, but that he would leave it to your Worship to say whether the intention of Messrs. Watson & Company in this case was to bring into the Colony something which they were not entitled to do, knowing that it was unlawful. When I deal with the facts I hope to satisfy your Worship beyond all doubt that any suggestion of *mala fides* cannot possibly be made against Watson & Company. It is not necessary for me to remind you that Messrs. Watson & Company are one of the oldest established firms in this Colony, having commenced business in 1841, and for a period of seventy years they have so conducted their business as to gain for themselves a reputation not only here but throughout the Far East second to none. Furthermore, it is not necessary for me to remind you that Watson & Company carry on a very extensive business

in this Colony, that they employ a large number of persons, that they pay large sums, and last but not least that they pay to the Government of Hongkong in the shape of ground rent, rates and taxes, licences and duty, the no inconsiderable sum of \$20,000 a year. I think I am only stating a truism when I say that the welfare of this Colony is dependent upon the welfare of firms of which Messrs. Watson & Company is a type, and that being so, I think Watson & Company are entitled to expect reasonable protection from the Government of Hongkong. I will show your Worship by reference to the words of this Ordinance that so far from getting reasonable protection from the Government they are unduly harassed in a manner which I submit is unjust and inequitable.

His Worship—Can we discuss that? The legislature has passed these things.

Mr. Potter—I shall not exceed my duty. This prosecution is brought under section 51 of this Ordinance, and if you turn to it you will find that a person

devoid of importing morphine into this Colony has first of all to obtain a licence for which he has to pay \$25. But he has got to pay something else.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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NEW ADVERTISEMENTS

PROPERTY IN SHANGHAI FOR SALE.

HOUSE, No. 186, NOETH SZECHUEN ROAD, containing 7 Large Rooms and 4 Bath Rooms, Lawn, Garden, Stabling for 4 Horses and Coach House for 3 Carriages and Servants' Outhouses.

The Area of the Land on which the House is erected is 3 mow 6 fan 5 li.

For full particulars, apply to—
C. MOONEY,
Hongkong Hotel,
Hongkong, 27th October, 1911. [1295]

IN THE SUPREME COURT OF HONGKONG.
ORIGINAL JURISDICTION.

IN THE MATTER OF THE COMPANIES' ORDINANCE 1865 to 1890.

IN THE MATTER OF THE KWONG HING LUNG COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that a Petition has been presented to The Supreme Court of Hongkong by J. W. LEE, JONES of the Supreme Court of Hongkong, Barrister-at-Law, the Official Liquidator of the above-named Company that a scheme of arrangement is set out in the said Petition and

in two Agreements thereto annexed (a) an Agreement dated 23rd day of October, 1911, made between The Company and the said J. W. LEE, JONES of the first part, the present shareholders in the said Company of the second part and HERBERT JOHNSON GEDGE of the third part (b) an Agreement made the 23rd day of October, 1911, made between The Company and the said J. W. LEE, JONES of the first part and the creditors of the Company of the third part, may be sanctioned by the said Court so as to be binding on all the creditors and contributors of the Company and on the said Official Liquidator.

And that the said Petition has been directed to be heard before the said Court sitting in Chambers on SATURDAY, the 4th day of November, 1911, and that any of the said creditors or contributors desirous of opposing the making of an Order to confirm the said scheme of arrangement should appear at the time of hearing in his or her Counsel for that purpose and that a copy of the Petition and the said two Agreements will be furnished to any person entitled to the same by the undersigned on payment of the regular charge for the same.

Dated this 25th day of October, 1911.
JOHNSTON, STOKES & MASTER,
Solicitors for the Petitioner,
Hongkong. [1296]

FOR SHANGHAI.
THE F. & O. S. N. Co.'s Steamship

"ARCADIA".
Captain S. Barham, will leave for Shanghai TO-MORROW, the 27th inst., at Daylight. For Freight or Passage, apply to
E. A. HEWETT,
Superintendent
Hongkong, 26th October, 1911. [1]



AUSTRALIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG,
CALCUTTA, COLOMBO, ADEN,
SUEZ AND PORT SAID.
(Taking Charge at through routes to the BRAZILS,
to SOUTH AFRICA, PERNIA GULF,
RED SEA, BLACK SEA,
LEVANT, VENICE and
ADRIATIC PORTS).

THE Company's Steamship
"CHINA".
Captain Parry will be despatched as above
on MONDAY, 27th Nov., 2 P.M.

This Steamer has capital accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents,
Princess Building,
Hongkong, 26th October, 1911. [13]

REGULAR STEAMSHIP SERVICE
(WITH LIBERTY TO CALL AT MALAPAE COAST).
PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.
S.S. "ERROLL" — On or about 16th Nov. For Freight and further information, apply to
PODWEIL & CO., LTD.,
Agents,
Hongkong, 25th October, 1911. [1297]

WANTED.

FURNISHED ROOM with Board in Kowloon, for 1st November. State terms.
123,
Care of "Daily Press" Office,
Hongkong, 3rd October, 1911. [1232]

SHORTHAND AND TYPEWRITING.
PUPILS prepared for Theory, Intermediate and Advanced Certificate. "TOUCH SYSTEM" of Typewriting; rapid advancement.

For terms, apply—
"TOUCH SYSTEM".
Care of "Daily Press" Office,
Hongkong, 24th October, 1911. [1233]

INTIMATIONS

BOXING! BOXING!
GREAT BOXING CONTEST,
CITY HALL.

SATURDAY, 28TH OCTOBER, 1911.
Commencing at 9 P.M. sharp.

MAIN EVENT:
15 Rounds for a Purse of \$1,000.
JACK BLACKMORE

(Australian), and

DICK HANNAFORD

(Ex-Heavy-Weight Champion of the Navy).

FOUR PRELIMINARIES.

PRICES—Ring Side, \$5; \$3 and \$2.

Soldiers and Sailors in uniform \$1 to the \$2.

Seats only.

Booking at MOUTRIES.

Late Card.

Hongkong, 25th October, 1911. [1292]

MINISTERING CHILDREN'S LEAGUE
UNDER THE PATRONAGE OF
HIS EXCELLENCY THE GOVERNOR
AND LUGARD.

A BAZAAR and FANCY FETE will be held (by kind permission of Commandant and Officers Hongkong Volunteer Corps) on the Volunteer Parade Ground, on TUESDAY, October 31st, from 2.30 to 7 P.M.

MANLY NOVELTIES—SUITABLE FOR

CHRISTMAS PRESENTS.

3.45 P.M.—Children's Variety Entertainment.

5.30 P.M.—Auction.

6.15 P.M.—Variety Entertainment.

If wet, the Bazaar will be held in the Volunteer Headquarters.

Proceeds to be divided amongst various local charities for children and the Hongkong Cot in the M.C.L. Home at Otershaw, Surrey.

NO CHITS TAKEN.

Hongkong, 19th October, 1911. [1260]

NOTICE.

THE Partnership hitherto existing between the Undersigned, as Solicitors under the name of D'ALMADA & SMITH, has been dissolved as from this Date.

Mr. F. X. D'ALMADA & CASTRO will from this Date carry on Business at 33, Queen's Road Central, and Mr. CROWTHEE SMITH at Old Treasury Buildings, Pedder Street.

F. X. D'ALMADA & CASTRO.

CROWTHEE SMITH.

Dated the 25th October, 1911. [1291]

FOR SALE

FOR SALE.

YACHT "CASTLE PEAK" sails, anchor, accessories. On View C. Y. C. anchorage.

For particulars apply,

Mr. OTTO KONG SING,
Solicitor,

12, Queen's Road Central.

Hongkong, 16th October, 1911. [1246]

FOR SALE.

A Moderate Price, 40 ACRES of LAND in the Colony, suitable for Chicken Farming or Raising Pigs or Cattle.

Apply to—

Care of "Daily Press" Office.

Hongkong, 12th August, 1911. [1022]

FOR SALE.

DERRINGTON, 7-Roomed House, Peal Road, beautiful situation.

For Terms, apply to—

C. SCHROETER,

Care of Messrs. GABRIEL, BOERNER & CO.,

King's Building, Hill Rd.

Hongkong, 10th July, 1911. [1233]

BROWN, JONES & CO.

ITALIAN MARBLE FIGURES,
CROSSES and HEADSTONES.
BLACK, RED and GREY GRANITE
MEMORIALS in Stock.

WREATHS with Glass Shades from \$4 up.

BROWN, JONES & CO.,

41, Morrison Hill Road.

Telephone 423.

Hongkong, 16th October, 1911. [776]

AUSTRALIAN BUTTER.

There is
Nothing better than the best.

We keep it.

Do you want it?

FOUR BRANDS!

FOUR PRICES!

Fresh, Sweet, Firm and cold as ice.

THE

DAIRY FARM CO., LTD.

[36]

ON SALE

AT THE

HONGKONG DAILY PRESS
OFFICE.

NEW AND UP-TO-DATE

PLANS OF THE SI-KIANG

OR

WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns en route

from CANTON to WUCHOW.

1197

INTIMATION

LANE, CRAWFORD
& CO.

(TELEPHONE 97)

SPORTS SEASON 1911-1912 SPORTS
FOOTBALLS, ASSOCIATION AND RUGBY.

THE GENUINE "MCGREGOR" \$10.50 each.
as used in International Matches.

OTHER MAKES FROM \$6.00 each.

CRICKET BATS FROM \$6.00 each.
STUART SURRIDGES

PATENT "RADIO DRIVER" \$16.00 each.

DUKE'S AND BUSSEY'S CRICKET BALLS \$1.00 to \$5.50 each.

LEG GUARDS, BATTING GLOVES \$5.00 to \$6.00 per pair.

\$5.00 to \$8.00 per pair.

HOCKEY STICKS FROM \$3.50 each.
SPECIAL "CLUB MATCH" STICK \$3.75 each.

HOCKEY BALLS, SHIN GUARDS \$1.00 to \$3.50.

KNEE CAPS, ANKLE BANDAGES, ETC. \$3.00 per pair.

GOLF CLUBS, BALLS AND CADDY BAGS.

LANE, CRAWFORD & CO. [1088]

DENTISTRY

DR. M. H. CHAUN,
DENTAL SURGEON,
33, QUEEN'S ROAD CENTRAL.

1ST FLOOR, ROOMS 2 and 3. From the University of Pennsylvania, U.S.A.

Telephone 126.

Hongkong, 27th January, 1910. [1163]

SIEN TING

SURGEON DENTIST
No. 10, D'AGUILAR STREET

TERMS VERY MODERATE

Consultation Free.

Hongkong, 21st September, 1905. [1171]

STOCKTAKING SALE.

(FOR 15 DAYS ONLY.)

SILK FANCY GOODS

of all kinds

At Extremely Low Prices.

BARGAINS! BARGAINS! BARGAINS!!

D. CHELLARAM,
55, Queen's Road.

Hongkong, 2nd October, 1911. [1217]

GRACA & CO.

PEDDER St. (Hongkong Hotel Building), Dealers in

POSTAGE STAMPS, VIEW POST CARDS, FLOWER SEEDS, CIGARS, BOOKS &c.

Just Received a Fine Selection of FLOWER and VEGETABLE SEEDS.

Also for Sale.

SUCCESS IN BUSINESS.
AN INSTRUCTIVE ADDRESS.

Warm Days
bring with their pleasures some discomforts. Then it is really refreshing to remove every trace of dust and perspiration by using



and any day it is a good soap to choose for ordinary toilet use. Pure and cleansing, pleasantly perfumed and antiseptic—for 10%—crystal carbolic acid incorporated with it—you will find it not only excellent for the skin and complexion, but also a protection against contagion. Your local Chemist or Store sells it in three tablet boxes. F.C. CALVERT & CO., Manchester, Eng.

487-2

Mr. Christopher E. Town, Assistant Secretary of the London Chamber of Commerce, and Secretary of its Commercial Education Department, delivered an address last month before Students of Clark's Commercial College, at the Memorial Hall, City of London, on 26th September, 1911.

Much of the advice given in the address is of very wide application, and its reproduction in our pages will doubtless be welcomed by many readers in the Far East:—

I. INTRODUCTION.

Mr. President and Gentlemen,—I have much pleasure in addressing you on a subject which I trust will prove of some interest, if not of value, to those of you who are aspiring to play your part, whatever that may be, in conducting our country's Commerce, its Banking, Manufacturing or Transporting operations.

I am cognizant of the controversial nature of the subject, and my remarks are purposely couched in dogmatic language, the better to elicit sharp criticism from you. For this I am fully prepared, and I shall be pleased, as far as possible, to reply to any objections you may advance either to my theories or to my practical suggestions. "Many men, many minds," and this is essentially a subject upon which accumulated experience is worth a ton of theory—which too often aims at ideals unattainable by average mortals in this workaday world. Do not hesitate, therefore, boldly to challenge any of my statements which do not coincide with your knowledge of things as they are in everyday life, or to offer what you may consider to be better alternative means of securing the desired end. Interchange of opinions and ideas can work none of us harm; perhaps I shall lead you to view some questions from a new standpoint; I am quite prepared for your being able to induce a similar disposition on my part. In a phrase, are we all looking through the right eye-piece of the telescope in our survey of the business horizon—are we minimising essentials and magnifying trifles, or unduly exaggerating the reverse process? That may be made clearer as I proceed.

II. A COMPARISON.

When one attempts to compare the business men of to-day with those known of only a few generations ago, it soon becomes obvious that the task is by no means an easy one, and that the results at which we may arrive will, on many points, be unsatisfactory and inconclusive. I think, however, that several useful lessons may be learned from such a comparison, even if circumscribed and incomplete.

Business to-day is of a far more complex character than it was when England's merchants and manufacturers combined together, and constituted those numerous City Guilds with whose names you are all so familiar, and whose activity and corporate enterprise in the past did so much to lay deep the foundations of and to promote British commerce. Their very success in expanding their respective industries and trades ultimately made the task of corporate control impossible, and, owing to many economic changes, anomalous. But the Guilds and Livery Companies remain, with intact records chronicling their great and beneficent work over the centuries. Many of these bodies are possessed of immense wealth, the results of bequests by successful City merchant-princes of the remote past. Allowing for the altered times, one cannot but think that the Companies are fulfilling what would be the wishes of those donors—should they return to this sphere—in devoting, as they do, a large proportion of the rich revenues they have accumulated to the promotion of approved public, charitable, educational, trade and other useful purposes.

When these Companies were effective and flourishing as industrial and trade pioneers, the apprenticeship system—although marked by many disadvantages—was common; to-day, it has been very largely displaced, as a venture to think, to the loss of both masters and men. Also at that period the City of London had a large settled resident population, evidence of which is to be found, for example, in the many churches which had to be built to accommodate congregations of local worshippers. And therein is to be found one of the greatest differences between then and now. The merchant-princes and the opulent traders were proud to dwell over the business premises whence their riches sprung; they were not ashamed to let all the world know the character of their occupations, if not exactly by crying it from the housetops, at least by having the sign of their craft emblazoned on the portals of their premises, so that he who ran might read. As Pope wrote two centuries ago (even then a change for the worse appears to have set in)—

"Thus was a sober Englishman would knock His servants up, and rise by five o'clock. Instruct his family in every rule. And send his wife to church, his son to school. To worship like his father, was his care; To teach their frugal virtues to their heir; To prove that luxury could never hold; And place, on good security, his gold. Now times are changed, and a poor poet itch Has seized the Court and City, poor and rich."

Contrast that frank and genuine pride with the conditions of to-day. The City on the Sabbath is a city of the dead. The whole of the settled resident population, if spread evenly over the churches which remain, would not provide a numerically respectable congregation for any of them. The business man then was linked up closely with the locality of his material interests. Now, the City man resides in the suburbs, or in the country, and prefers, mainly for social reasons, not to make known that he is "in business." Instead of rising early and working late, and personally attending to their affairs, a very large proportion of principals, especially those of the present generation, reach their offices when half the day has flown by; others attend at their offices only two or three days in each week, leaving early—for no consideration must they be "late for dinner"—and regularly indulge in extended "week-ends" and lengthy holidays. Their interests consequently have to be left in the hands of managers and their staffs. This, I admit, from some points of view, may be an advantage, inasmuch as it provides additional employment, and may actually be for the better conduct of the particular business; while, of course, certain dignity is conferred upon the manager, upon whom the responsibility falls. But I doubt, if a principal has been properly trained in the technique of his business, whether any better manager than his self can be found. On the other hand, the principal lacking such training must, usually, find the progress of his affairs very considerably impeded, if only because—except in very rare cases—no salaried employee cares to exercise that initiative which it ought to be the prized privilege of the conscientious principal to be ever on the alert to exhibit. Once the initiative is decided upon, a simple word of command will set the whole organisation in motion—and whether it work smoothly or not, must then depend upon those who have been retained as integral parts of it."

For particulars, apply to
Y. SHIBUYA,
Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 10th August, 1911.

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[1130]

I have so far confined myself practically to the negligence of principals in mercantile and commercial life in the City of London. It would seem, however, that the canker of indolence is not limited to that body. At the Textile Institute Congress at Leefest, on September 7th, Mr. J. H. Quiller said that, "as a body manufacturers" were afraid of dirtying their cuffs when dealing with machinery. Afraid of honest dirt, foolish! If the forbearance of such dissentient folk had not been content to be in the thicks of their factories morning, noon and night—dirt or no dirt—those folk would never have had the opportunity to imbibe disdain of honest industry, which appears largely to follow from education in the Universities and Public Schools, too commonly, I regret to say, regarded by rich manufacturers, merchants and others as an indispensable hall-mark in the present era. Classical culture is acclaimed, and derision heaped upon the acquisition of the thousand times more useful—and as I maintain—equally elevating practical and technical knowledge of all the processes of production and distribution. All of which brings me to emphasise the point that the sons of business men generally, nowadays, are woefully lacking in their grasp, or are entirely ignorant, of the most rudimentary, elementary and fundamental principles and practices, by the acquisition or non-acquisition of which their commercial careers—I use the words in their broadest possible sense—will be either decorously decorated or disgracefully damed at the very outset.

What a pity, I might almost say, is it that our Universities and Public Schools, without disturbing their old classical and mathematical ideals, which are excellent within well-defined limits, do not do something adequate for that large proportion of their pupils and students who have to occupy positions such as I have sketched. Many of the more sensible of these young men, on finding out their deficiencies, undergo the mortification of taking lessons at one or other of our proprietary schools, where the required subjects are taught. What a disillusionment to have to undergo! What a strain on a nation of shopkeepers to find such poor products turned out from the many mills of teaching and the costly pedagogic equipment with which they are fitted!

I wonder how many businesses in the City of London have been crippled, or altogether ruined, by causes such as I have traced? The remarks I have made upon this phase of the subject apply not only to the sons of principals, but also to the sons of managers, heads of departments, and also in part and in a very much larger degree to the sons of City men who attend our Secondary Schools, prior to entering on a commercial career. I have not exhausted the points of comparison between then and now, which go to prove that present-day tendencies are detrimental to modern business success, but I have probably said sufficient to stimulate your interest in such a comparison at your own leisure.

With the increase of British Trade wealth has accumulated, and in its train we find an increase in luxury. As is so often the case this is accompanied by indolence, a vice the very antithesis of that industry, that activity, that plodding, persistence and unflinching perseverance without which success in any sphere, commercial or professional, is impossible. This wealth has given its possessors a rise in social status. With that, every father endeavours rightly to give his children some advantage, which he hopes will fit him for a higher place in society than he was himself privileged to enjoy. Having this end in view, and with little or no thought of fitting his son to succeed him in his business, better equipped mentally, technically, and physically than himself, he sends him to one of the Universities or Public Schools to acquire "tone," and to rub shoulders with the sons of men whom he hates, but who may not stand socially higher than himself. This is excellent as far as it goes. But what about the poor fellow's qualifications to carry on and advance the business to which he is to succeed, as to the ramifications of which he has not a scintilla of knowledge? To all such fathers one could wish it possible to bring home the pregnant truths of Mr. G. H. Lorimer's "Letters from a Self-Made Merchant to his Son," in one of which occurs this—among many, hundreds of other straight hints which are to be found within the book: "I can't hand out any ready-made success to you. It would do you no good, and it would do the house harm. There is plenty of room at the top here, but there is no elevator in the building. Starting, as you do, with a good education, you should be able to climb quicker than the fellow who hasn't got it; but there's going to be a time when you begin at the factory, when you won't be able to lick stamps so fast as the other boys at the desk. Yet the man who hasn't licked stamps isn't fit to write letters. Naturally, that is the time when knowing whether the pie comes before the ice cream, and how to run an automobile isn't going to be of any real use to you." What are the facts? Rich men's sons are really and with deliberation put in an atmosphere but very slightly varied from that which inspired the late Lord John Manners to indulge the egregious adoration—"Let, Laws and Commerce, Arts and Learning die."

Contrast that frank and genuine pride with the conditions of to-day. The City on the Sabbath is a city of the dead. The whole of the settled resident population, if spread evenly over the churches which remain, would not provide a numerically respectable congregation for any of them. The business man then was linked up closely with the locality of his material interests. Now, the City man resides in the suburbs, or in the country, and prefers, mainly for social reasons, not to make known that he is "in business."

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(To be Continued.)

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NOTICES TO CONSIGNEES

FROM EUROPE.

THE "HANSA" Steamship

"FREELIKEELS"

Captain Sandstedt, having arrived, Consignees

of Cargo are hereby informed that their

goods are being landed and placed at their risk

in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading counter-signed by the Undersigned.

Optional Cargo will be carried on unless

notice to the contrary be given To-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

unclaimed after the 26th inst. will be subject to

rot.

All broken, chafed, and damaged Goods must

be left in the Godowns, where they will be

examined on the 25th inst. at 9.30 A.M.

No Fire Insurance will be effected by us in

any case whatever.

HAMBURG-AMERIKA LINE,

Hongkong Office.

Hongkong, 20th October, 1911. [1235]

NOTICES TO CONSIGNEES.

THE Steamship

"YORCK"

having arrived, Consignees of Cargo are hereby

informed that their Goods, with the exception of

Opium, Treasure and Valuables, are being landed

and stored at their risk into the hazardous and/or

extra-hazardous Godowns of the Hongkong and

Kowloon Wharf and Godown Company, Ltd.,

and West Point Godown, whence

delivery may be obtained.

Optional Cargo will be forwarded on unless

intimation is received from the Consignees

before NOON To-DAY requesting it to be landed here.

No Claims will be admitted after the Goods

have left the Godowns, and all goods remaining

unclaimed after the 26th inst. will be subject to

rot.

All broken, chafed, and damaged Goods are to

be left in the Godowns, where they will be

examined on the 26th inst. at 9.30 A.M.

All Claims must reach us before the 30th

inst., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be counter-signed by the

undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., General Agents.

Hongkong, 19th October, 1911. [5]

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

B.S. "SHINYO MARU"

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THE above-named Steamer, having arrived

Cognisance of Cargo are hereby notified

to send in their Bills of Lading for Counter-

signature, and to take immediate delivery of

Cargo from alongside.

Cargo remaining undelivered on FRIDAY,

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Singapore, October 16, 1911.

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2 ^o Anglo-Samatra	5.7 6.57		

1^o Aver Kuning 17.6 21 | | |1^o Banteng 4.0 4.6 | | |2^o Batam Malsku 1.9 2 | | |2^o Batu Cave 210 2326 | | |1^o Batu Tiga 70 789 | | |1^o Beaufort Borneo 17.6 20.6 | | |1^o Bukit Kajang 42.6 43.6 | | |1^o Bukit Lintang 72.6 80 | | |2^o Bukit Merlam 2.6 2.9 | | |2^o Bukit Rajah 2.65 2.9 x div. | | |2^o Bukit Selangor 1.3 pd. 1.6 dis. 5.6 dis. | | |2^o Carey United 5s. pd. 6.8 9.5 dis. | | |1^o Castleford 17.6 18.9 | | |2^o Chersonese 3.2 3.6 | | |2^o Chittagong options 1.1 1.7 | | |2^o Chittagong 1.8 1.8 | | |2^o Cicely Ord 2.9 3.4 | | |2^o Consolated Malay 15.16 16.3 x div. | | |2^o Dalmatara 9.5 10.63 | | |1^o Denistown 2.2 2.43 | | |2^o Edinburgh 8.4 9.3 | | |2^o Edward d Selangor 180 210 x div. | | |2^o Galang Besar 3.9 4.3 | | |2^o Golkonda 68.9 80.6 x div. | | |2^o Goldfield Hope 7.6 8.76 x div. | | |1^o Hajong 17.2 19.6 | | |2^o Harpendon 4.3 4.6 x div. | | |2^o Highlands & Lowlands 74.5 79 x div. | | |1^o Inch Kenneth 140.8 152 x div. | | |2^o Jasir 1.8 1.2 | | |2^o Johore R. Lands 10s. pd. 6.8 10.6 pm. | | |1^o John 11.9 14 | | |2^o Kampung Kwantang 9.5 11.8 | | |2^o Katingan 1s. pd. 25.01 34.4 pm. | | |2^o Kaptar Para 5.1 6.5 dis. | | |1^o Kapitigala 89.4 10 | | |2^o Kaptong 11.0 12.6 | | |2^o Kota Tinggi 1.10 2.4 | | |2^o Kuala Lumpur 11.13 12.6 | | |2^o Labu (F.M.S.) 9.8 10 | | |2^o Landraon 63.6 69.3 dis. | | |1^o Ldlyrty 1s. pd. 5.6 6.6 | | |2^o Mount Austin 22.6 27.6 pm. | | |1^o N/Hummock 16s. 6 pd. 55.6 63 pm. | | |2^o Padang Java 2.3 2.6 | | |2^o Patas 37.6 41.3 | | |2^o Pelempang 3.6 4.1 | | |2^o Perak 6.8 7.8 | | |2^o Port 16.8 18.9 | | |2^o Port Dickson 1s. pd. 2.2 pm. | | |1^o Remba Prof. 21.3 25 | | |1^o R. Est. of Johore 15s. pd. 3.8 4.0 | | |2^o R. Est. of Krian 2.5 2.9 | | |2^o R. Inv. Trust 10s. pd. 6.3 7.6 pm. | | |1^o Sagoes 182.6 20.8 | | |2^o Sangop 23.8 25 | | |1^o Seaford 85.8 95.8 x div. | | |2^o Selangor 37.6 41.3 | | |2^o Sembayan 23.8 30 | | |2^o Seremban 58.9 65 | | |1^o Shalford 48.9 51.6 | | |2^o Singapore Para 3.9 4.2 | | |2^o Sint's S. Tortam 3.3 3.9 | | |2^o Straits Rubber 5.8 5.7 | | |2^o Sungei Para 8.3 9.5 x div. | | |2^o Sungai Choh 61.3 70 | | |2^o Sungai Karap 9.6 10.6 x div. | | |2^o Sungai Kedah Prof. 26.3 26.9 | | |1^o Sungai Sekak 6.8 7.8 | | |1^o Sungai Way 1.75 1.75 | | |1^o Tanjung Malim 12s. pd. 1 dis. 1 pm. | | |1^o Tanjung Prof. 16.8 20.6 | | |1^o Telau 53.3 58.9 | | |2^o Trembeling 9.2 9.8 | | |1^o United Berding 9.26 10.1 | | |2^o United Sun Beiting 2.8 2.8 | | |2^o United Sumatra 6.4 7.5 | | |2^o United Temisang 1.3 pd. 4.1 dis. 1 dis. | | |2^o Val d'Or 1.10 2.6 | | |2^o Vallambrosa 268.1 279 | | |2^o Yam Song 7.8 8.6 | | |1^o Aver Glash 81.35 1.42 | | |10 Aver Hiltan 34.00 36.00 | | |1^o Aver Kuning 0.60 0.70 | | |1^o Aver Molek 1.77 1.82 | | |5 Aver Paus 4.70 4.72 | | |1^o Boktun 8.00 10.00 | | |1^o Bukit K. B. 0.72 0.80 | | |1^o Chungkian Sardans 4.90 5.05 | | |10 Cheva 2.50 3.00 pm. | | |2^o Chit 4.65 5.00 | | |2^o Glendy 1.50 1.60 | | |5 Huyt 6.00 7.25 | | |10 Henrill, 18 pd. 1.00 dis. 1.00 | | |10 Indrapuri 6.25 7.00 | | |1^o Jinch 0.30 0.35 | | |5 Klemek, 24 pd 3.00 dis. 2.75 dis. | | |5 Kumpas 1.85 2.05 | | |5 Lumbu 1.15 1.25 | | |1 Malaka Pined 0.55 0.62 | | |2 Malakoff 1.90 2.00 | | |5 Martin, 42.5 pd 0.50 dis. 0.52 dis. | | |5 M'ru 1.00 1.25 | | |5 New Serendab 1.90 1.95 | | |5 N. Singapore 5.10 5.15 | | |5 N. S. W. 0.30 0.35 | | |5 Paim 9.50 9.75 | | |1^o Parai 1.00 1.05 | | |10 Pich 27.00 27.75 | | |10 Pula Baling, 82.50 pd. 1.50 1.25 dis. | | |1^o Purisot 0.40 0.55 |<

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Hongkong, 28th August, 1911.

[1075-173]

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EASTERN	17th Nov.	Saturday, 9th Dec.
ALDENHAM	1st Dec.	Saturday, 23rd Dec.
EMPIRE	15th Dec.	Saturday, 5th Jan., 1912

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Hongkong, 18th October, 1911.

AVERAGE MARKET PRICES.

October 2nd, 1911
The Prices are given in Dollar Cents.

BUTCHER MEAT
Hog's Head, Ma Liung Pa Yuk—Beef, sirloin
and prime cut.....lb. 20

Han Ngan Yuk—Corned Beef.....lb. 20

Shin Ngan Yuk—Beef, Beef.....lb. 20

Ngan Nam—Bread of Beef.....lb. 18

Tong Yok—Beef for soup.....lb. 20

Ngan Yuk Pa—Beef Steak.....lb. 15

Ngan Yuk Ch'ong—Sausages.....lb. 24

Ngan Ng—Bullock's Brains.....lb. 9

Ngan Loo—Beef Steak, Sirloin lb. 30

Ngan Loo—Bullock's Tongue.....lb. 15

fresh, each.....lb. 45

Han Ngan Le—, corned.....lb. 60

Han Ngan—Beef, Heart, lb. 12

Han Ngan Kin—Beef Hump, salt.....lb. 18

Ngan Kok—Bullock's Feet.....each

Ngan Iu—Bullock's Kidney.....lb. 9

Ngan Mei—Bullock's Tail.....lb. 18

Ngan Kon—Bullock's Liver.....lb. 12

Ngan Iu—Bullock's Liver, undressed.....lb. 6

Ngan Tsai Tau Kok—Calves' head and Feet, set.....\$1.00

Yung Pak Kwa—Mutton Chops.....lb. 22

Tong Le—Leg of Mutton.....lb. 22

Yung Shang—Mutton Shoulder.....lb. 20

Yung Shang—Sheep's Head set.....lb. 50

Yung Sam—Sheep's Heart, each.....lb. 4

Yung Iu—Sheep's Kidney, each.....lb. 9

Yung Iu—Sheep's Liver, lb. 24

Chu Kok—Pig's Foot.....each 12

Chu Ng—Pig's Brains.....each 24

Chu Ng—Pig's Eye.....lb. 25

Chu T'au—Pig's Head.....lb. 15

Chu Iu—Pig's Kidney.....lb. 9

Chu Pak—Pork Chop.....lb. 20

Chu Sam—Pig's Heart.....lb. 13

Chu Kon—Pig's Liver.....lb. 20

Chu Tsai—Sucking Pig (to order).....lb. 22

Shang Ngan Yau—Beef Steak.....lb. 20

Shang Ngan Yau—Mutton Chops.....lb. 22

Ngan Tsai—Veal.....lb. 21

Ngan Loo—Pork Chops.....lb. 20

Ngan Tsai—Veal Chops.....lb. 20

POULTRY

Kai Tsai—Chickens.....lb. 26

Si Kai—Capons.....lb. 27

Pan Kau—Doves, each.....lb. 14

Shang Shang Shai Ap—Wild Duck pair.....lb. 14

Ap—Ducks.....lb. 20

Kai Tsai—Hon. Eggs.....doz. 21

Kai—Fowl, Canton.....lb. 32

Hoi Hui Kai—Fowls, Hainan.....lb. 26

Nga—Geese.....lb. 28

Shang Hui Yau—Gooses.....lb. 28

Shang Hui Yau—Ducks.....lb. 28

Shang Hui Yau—Pigeons.....lb. 31

Om—Chun—Quail.....lb. 28

To Ts

SHIPPING

ARRIVALS

DAIJIN MARU, Jap. str., 1,576, Yamaguchi; 11th Oct.—Swatow 24th Oct., General—Osaka Shosen Kaisha.
D'THERRVILLE, French gunboat, 763, Roudouze, 25th Oct.—Saigon 21st October.
HAIVANG, British str., 1,362, J. W. Evans, 25th Oct.—Swatow 24th Oct., General—Douglas, Lapra & Co.
HELEN, German str., 771, H. Bendixen, 25th October—Swatow 24th October, General—Johnson & Co.
JAUAR, German gunboat, 1,000, Vauslow, 26th Oct.—Swatow.
J. B. A. C. KISCHEN, Dutch str., 3,954, Biesen, 25th Oct.—Borneo 1st Oct., Bulk oil—Asiatic Petroleum & Co.
KWANGTAH, Chinese str., 1,536, Stewart, 24th Oct.—Shanghai 21st October, General—C. M. S. N. Co.
LOKANG, British str., 1,559, Bowker, 25th Oct.—Swatow 24th Oct., General—Jardine, Matheson & Co.
QUINTA, German str., 900, Schlesinger, 25th Oct.—Bangkok 14th Oct., Rice—Slemssen & Co.
TACOMA MARU, Japanese str., 3,830, N. Yamamoto, 24th Oct.—Manila 22nd Oct., Flour—Matsus, & Osawa Shosen Kaisha.
TSURUGISON MARU, Japanese str., 2,555, S. Watanabe, 25th Oct.—Mitsuei Bussan Kaisha.

CLEARANCES
AT THE HARBOUR MASTER'S OFFICE
25th October.

Kyoto Maru, Japanese str., for Aping.
Lokang, British str., for Shanghai.
Sabine Rieders, Dutch str., for Amoy.
Sunhong, British str., for Haiphong.

DEPARTURES
25th October.

ANGHIN, German str., for Swatow.
CHONHUN MARU, Jap. str., for Swatow.
GLENNOLE, British str., for Amoy.
HAKATA MARU, Japanese str., for Kobe.
HANOCHOW, British str., for Swatow.
KWANGTAH, Chinese str., for Canton.
LUCERIN, British str., for Keelung.
MISHIMA MARU, Japanese str., for Singapore.
NEEDLES, British str., for Yokohama.
SI-KIAO, French str., for Haiphong.
TINSONG, British str., for Chefoo.
TRIUMPH, German str., for Hoihow.
YAWATA MARU, Japanese str., for Shanghai.

SHIPPING REPORT.

The British str., *Lokang* reports: Moderate E.N.E. wind and fine throughout.
The Dutch str., J. B. A. C. Kistler reports: Fine weather, smooth sea, moderate N. breeze and gale in the Sulu sea.
The Chinese str., *Kwongtah* reports: Light to moderate N. and N.E. winds and sea, fine clear weather all the way.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P. M. S. S. Co. str. *Siberia* from San Francisco was dispatched from Yokohama on the 22nd instant on route to Hongkong, and is due to arrive at Hongkong on the 31st inst.

The P. M. S. S. Co. str. *China* was dispatched from San Francisco on the 11th instant for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 7th prox.

The P. M. S. S. Co. str. *Manchuria* was dispatched from San Francisco on the 17th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 17th prox.

THE AUSTRALIAN MAIL.
The J.G.M. str. *Coblenz* left Sydney on the 21st instant, at 11 a.m., and may be expected here on or about the 13th prox.

THE CANADIAN MAIL.
The C.P.R. Co.'s str. *Empress of India* arrived at Shanghai at 11 p.m. on the 22nd instant, and left again at 8 p.m. on 23rd inst. for Hongkong, where she is due to arrive at 6 a.m. to-day.

THE ENGLISH MAIL.
The P. & O. S. N. Co.'s str. *Arcadia* left Singapore for this port on the 21st inst., at 5.30 a.m., with the outward English Mails, and is due here to-day at about daylight.

THE GERMAN MAIL.
The L.G.M. str. *Princess Alice*, carrying the German Mails with dates from Berlin of the 4th inst., left Colombo on the 22nd inst., p.m., and may be expected here on or about the 2nd prox.

THE MERCHANT STEAMERS.
The British str. *Sibyl* left Moji on the 13th inst. for this port, and is due to arrive here to-day.

The N. Y. K. str. *Hirachi Maru* (European Line) left Singapore for this port on the 20th October, and is expected here to-day.

The H.-A. Line str. *Semiperma* left Shanghai on the 24th inst. a.m., and may be expected here to-morrow a.m.

The "B" Line str. *Denarity* from Middlebro and London left Singapore on the 20th inst. for this port.

The N. Y. K. str. *Avi Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 20th October, and is expected here on the 29th October.

The str. *Glenstrae* left Singapore on the 24th inst., and is due here on or about the 29th inst.

The T.K.K. str. *Hongkong Maru* sailed from Manzanilla on the 9th instant for Hongkong, and is expected to arrive at this port on or about the 27th prox.

The Mogul Line str. *Lothian* left the United Kingdom on the 24th ult. for Hongkong via the Straits.

The O.S.K. str. *Panama Maru* from Tacoma left Yokohama for this port via Shanghai on the 20th inst., and is due here on or about the 2nd prox.

The O.S.K. str. *Peking* left Port Said on the 8th inst., and is expected here on or about the 7th prox.

The N.Y.K. str. *Ceylon Maru* (Bombay Line) left Bombay for this port on the 20th inst., and is expected here on the 7th prox.

STEAMERS PASSED THE CANAL.
Oct. 3rd—Carmarthenshire, E. F. Ferdinand, Machan, Palermo, Indrauelli, 7th Achille, Indrauelli, Palawan, Slevina, Socotra, 10th—Benedi, Indrasumba, Lothian, Ningpo, Peking, Sathon, Indrauelli, 13th—Buelon, Miyakon Maru, Princess Alice, Steator, Toulon, 17th—Toupo, Miyakon, Nippon, Ping Sien, Doylay through mutafion, Katura, Sardinia, Alesia, 20th—Caledonien, Monmouthshire, Yongtze, Kansai, 24th—Penalder Denbighshire, Preussen.

ARRIVALS AT HOME.
October 24th—Austria, Saxon.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED
LONDON, &c., VIA USUAL PORTS OF CALL	DEVANHA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	On 23rd inst. at Noon
LONDON & ANTWERP VIA SINGAPORE, &c.	SUMATRA	Brit. str.	—	G. C. Cundy	P. & O. S. N. Co.	About 1st Nov.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	JARDINE, MATHESON & CO. LTD.	JARDINE, MATHESON & CO. LTD.	About 11th Nov.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	SACHSEN	Ger. str.	k. w.	Wagner	HAMBURG-AMERIKA LINIE	On 11th Nov.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	ARCADIA	Ger. str.	k. w.	Luning	HAMBURG-AMERIKA LINIE	On 15th Nov.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	SITHONIA	Ger. str.	k. w.	Kotze	HAMBURG-AMERIKA LINIE	On 6th Dec.
SENEGAMBIA	SENEGAMBIA	Ger. str.	k. w.	Eckhorn	HAMBURG-AMERIKA LINIE	On 29th inst.
BAYER	BAYER	Ger. str.	k. w.	Bruehmer	HAMBURG-AMERIKA LINIE	On 8th Nov.
FREEHEMP	FREEHEMP	Ger. str.	k. w.	Sandstedt	HAMBURG-AMERIKA LINIE	On 21st Nov.
AGA MARU	AGA MARU	Jap. str.	—	M. Hagiwo	NIPPON YUSEN KAISHA	On 5th Nov. at D'light
HAIRE & HAMBURG VIA STRAITS, &c.	TACOMA MARU	Jap. str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	On 22nd Nov. at D'light
HAIRE & HAMBURG VIA STRAITS, &c.	AWA MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 1st Nov. at 11 A.M.
AWA MARU	PANAMA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 14th Nov. at Noon
E. F. FRIEDRICH	E. F. FRIEDRICH	Ger. str.	—	—	OSAKA SHOSEN KAISHA	On 14th Nov. at 11 A.M.
TIESTE &c., VIA SINGAPORE, &c.	CHINA	Aus. str.	—	E. Matzschow	MELCHERS & CO.	On 1st Nov. at Noon
BOSTON & NEW YORK	ERROL	Brit. str.	—	—	SANDER, WIELKE & CO.	On 27 Nov. at 2 P.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	1 m.	S. Robinson	DODWELL & CO. LTD.	About 16th Nov.
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	STRATHYRON	Brit. str.	—	J. S. Shaw	CANADIAN PACIFIC R. CO.	On 4th Nov. at 7 A.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	W. Davison	THE BANK LINE, LIMITED	On 21st Nov.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	KOREA	Aus. str.	—	H. S. Smith	CANADIAN PACIFIC R. CO.	On 30th Dec. at Noon
SAN FRANCISCO VIA KEELUNG SHAN & JAPAN, &c.	SHINYO MARU	Jap. str.	—	—	PACIFIC MAIL S. CO.	On 23rd inst. at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	MANILAN	Jap. str.	—	—	TOYO KISEN KAISHA	On 3rd Nov. at Noon
AUSTRALIAN PORTS VIA MANILA	ST. ALBANS	Jap. str.	—	—	PACIFIC MAIL S. CO.	On 17th Nov. at 1 P.M.
AUSTRALIAN PORTS VIA MANILA	HITACHI MARU	Jap. str.	—	—	TOYOKISEN	To-morrow, at Noon
AUSTRALIAN PORTS	COBLENZ	Jap. str.	—	—	MELCHERS & CO.	On 4th Nov. at 10 A.M.
KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	—	GIB, LIVINGSTON & CO.	On 11th Nov.
KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-day, at 11 A.M.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	—	MELCHERS & CO.	About 14th Nov.
JAPAN	NIKKO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 22nd Nov. at Noon
MEXICAN, PERUVIAN & CHILEAN VIA JAPAN	CHINA	Aus. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
WEIHAIWEI & TIENSIN	CHINA	Aus. str.	—	—	TOYO KISEN KAISHA	On 13th Dec. at Noon
BUICHOW	CHINHUA	Brit. str.	—	—	BUTTERFIELD & SWINE	On 5th Nov. at D'light
LOKSANG	CHINHUA	Brit. str.	—	—	BUTTERFIELD & SWINE	To-day, at 4 P.M.
SHANGHAI	CHINHUA	Brit. str.	—	—	BUTTERFIELD & SWINE	To-morrow, at Daylight
SHANGHAI	CHINHUA	Brit. str.	—	—	BUTTERFIELD & SWINE	On 25th inst. at M'night
ABCADIA	CHINHUA	Brit. str.	—	—	BUTTERFIELD & SWINE	On 2nd Nov. at Noon
SHANGHAI	CHINHUA	Brit. str.	—	—	BUTTERFIELD & SWINE	On 2nd Nov. at 4 P.M.
ABCADIA	CHINHUA	Brit. str.	—	—	BUTTERFIELD & SWINE	About 2nd Nov.
SHANGHAI	CHINHUA	Brit. str.	—	—	BUTTERFIELD & SWINE	On 3rd Nov.
CHINHUA	CHINHUA	Brit. str.	—	—	BUTTERFIELD & SWINE	On 8th Nov. at M'night
CHINHUA	CHINHUA	Brit. str.	—	—	BUTTERFIELD & SWINE	About 10th Nov.
CHINHUA	CHINHUA	Brit. str.	—	—	BUTTERFIELD & SWINE	On 29th inst. at 10 A.M.
CHINHUA	CHINHUA	Brit. str.	—	—	BUTTERFIELD & SWINE	On 1st Nov. at 10 A.M.
CHINHUA	CHINHUA	Brit. str.	—	—	BUTTERFIELD & SWINE	To-day, at Noon
CHINHUA	CHINHUA	Brit. str.	—	—	BUTTERFIELD & SWINE	On 31st inst. at 11 A.M.
CHINHUA	CHINHUA	Brit. str.	—	—	BUTTERFIELD & SWINE	On 28th inst. at 2 P.M.
CHINHUA	CHINHUA	Brit. str.	—	—	BUTTERFIELD & SWINE	On 30th inst. at 4 P.M.
CHINHUA	CHINHUA	Brit. str.	—	—	BUTTERFIELD & SWINE	On 31st inst. at 4 P.M.
CHINHUA	CHINHUA	Brit. str.	—	—	BUTTERFIELD & SWINE	On 4th Nov. at 2 P.M.
CHINHUA	CHINHUA	Brit. str.	—	—	BUTTERFIELD & SWINE	On 7th Nov. at 4 P.M.
CHINHUA	CHINHUA	Brit. str.	—	—	BUTTERFIELD & SWINE	On 10th Nov. at 4 P.M.
CHINHUA	CHINHUA	Brit. str.	—	—	BUTTERFIELD & SWINE	Quick despatch.
CHINHUA	CHINHUA	Brit. str.	—	—	BUTTERFIELD & SWINE	On 31st inst.
CHINHUA	CHINHUA	Brit. str.	—	—	BUTTERFIELD & SWINE	To-morrow, at Noon
CHINHUA	CHINHUA	Brit. str.	—	—	BUTTERFIELD & SWINE	On 4th Nov. at Noon
CHINHUA	CHINHUA	Brit. str.	—	—		

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	{ ARCADIA	Daylight and Capt. S. Barcham	Freight and Passage.
LONDON VIA USUAL PORTS	{ DEVANHA	27th Oct.	See Special of CALL
London and ANTWERP	{ SUMATRA	1st Nov.	Freight and Passage.
VIA SINGAPORE, PE	NANG, COLOMBO, PORT SAID and MARSEILLES	23rd Oct.	See Special Advertisement.
HONGKONG, MOJI, KOBE and YOKOHAMA	{ PALAWAN	3rd Nov.	Freight and Passage.
For Further Particulars apply to	E. A. HEWETT, Superintendent.		

Hongkong, 24th October, 1911.

E. A. HEWETT,
Superintendent.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SWATOW, AMOY & SHANGHAI	"HANGCHOW"	On 26th Oct., Noon.
HOIHOW, PAKHOI & HAIPHONG	"SUNGKIAW"	On 26th Oct., Noon.
SHANGHAI	"CHINHUA"	On 26th Oct., 4 P.M.
SHANGHAI	"ANHUI"	On 28th Oct., Night.
MANILA, CEBU and ILOILO	"TAMING"	On 31st Oct., 4 P.M.
SHANGHAI	"CHENAN"	On 2nd Nov., 4 P.M.
WEIHAIWEI and TIENSIN	"LINAN"	On 4th Nov., Night.
MANILA, ILOILO and CEBU	"HUICHOW"	On 5th Nov., Night.
DIRECT SAILINGS TO WEST RIVER	"TEAN"	Twice Weekly.
S.S. "LINTAN" and S.S. "SANUL"		

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE-TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft.

SHANGHAI LINE-FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB-Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 25th October, 1911.

E. A. HEWETT,
Superintendent.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI	"LOKSANG"	Friday, 27th Oct., D'light.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Friday, 27th Oct., Noon.
MANILA	"YUENHANG"	Saturday, 28th Oct., 2 P.M.
SHANGHAI	"CHOYANG"	Thursday, 2nd Nov., Noon.
SANDAKAN	"CHUNSHANG"	Saturday, 4th Nov., Noon.
MANILA	"LOUNGSANG"	Saturday, 4th Nov., 2 P.M.

RETURN TOURS TO JAPAN, (OCCUPYING 24 DAYS).

The Steamers "KETSANG," "NAMANG" and "FOOGSANG" leave about every 3 weeks Shanghai and returning via Kobe (Island Seas) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yantze Ports, Tsingtao, Weihaiwei, Chefoo, Fushan & Newchwang.

Taking Cargo on through Bills of Lading to Kedat, Lahad, Datu, Simporna, Tawau, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4. For Freight or Passage, apply to— JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS.

Hongkong, 26th October, 1911.

E. A. HEWETT,
Superintendent.

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DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS CAPTAIN LEAVING

"HAIYANG"	Capt. J. W. Evans	FRIDAY, 27th Oct., at 11 A.M.
"HAITAN"	Capt. J. S. Ross	TUESDAY, 31st Oct., at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 3rd Nov., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to— DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 25th October, 1911.

E. A. HEWETT,
Superintendent.

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HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPFSSCHIFFAHTS GESELLSCHAFT "HANSA."

Regular Sailing from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR HAMBURG, BEMER & HAMBURG: S.S. SENEGAMBIA

FOR HAMBURG & HAMBURG: S.S. BAYERN

FOR ROTTERDAM, HAMBURG & ANTWERP: S.S. SACHSEN

FOR HAMBURG & HAMBURG: S.S. RACIA

FOR HAMBURG & HAMBURG: S.S. FREIENFELS

FOR ROTTERDAM & HAMBURG: S.S. GOLDENFELS

3rd Nov. 16th Nov. 2nd Dec. 14th Dec. 27th Dec. 10th Jan. 24th Jan.

23rd Oct. 1st Nov. 11th Nov. 16th Nov. 21st Nov.

9th Nov. 14th Nov. 27th Dec. 10th Jan. 24th Jan.

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"GRAETZ."METALLIC FILAMENT
LAMPSEHRICH & GRAETZ,
BERLIN S. O. 36.

Saying in current 70%

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.
Hongkong, 20th October, 1911.

COMMERCIAL.

EXCHANGE
CLOSING QUOTATIONS.

October 25th.

ON LONDON:	Telegraphic Transfer	1912
	Bank Bills, on demand	1/10
	Bank Bills, at 30 days' sight	1/10
	Bank Bills, at 4 months' sight	1/10
	Credits, at 4 months' sight	1/10
	Documentary Bills 4 months' sight	1/10
ON PARIS:	Bank Bills, on demand	239
	Credits, at 4 months' sight	235
ON GERMANY:	On demand	188
ON NEW YORK:	Bank Bills, on demand	448
	Credits, at 60 days' sight	458
ON BOMBAY:	Telegraphic Transfer	136
	Bank, on demand	136
ON CALCUTTA:	Telegraphic Transfer	136
	Bank, on demand	136
ON SHANGHAI:	Bank, at sight	753
	Private, 30 days' sight	76
ON YOKOHAMA:	On demand	892
ON MANILA:	On demand—Pesos	692
ON SINGAPORE:	On demand	781
ON BATAVIA:	On demand	110
ON HAIKONG:	On demand	3 1/2
ON SAIGON:	On demand	63
ON BANGKOK:	On demand	57
SOVEREIGN:	Bank's Buying Rate	110.85
	GOLD LMAF, 100 fine, per tael	57.00
	BAB STEINS, per oz.	24.12

		per cent
Chinese	20 cents piece...	6.54 discount
Chinese	10 "	16.60 "
Hongkong	20 "	5.86 "
Hongkong	10 "	16.10 "

SUBSIDIARY COINS.

Chinese	20 cents piece...	6.54 discount
Chinese	10 "	16.60 "
Hongkong	20 "	5.86 "
Hongkong	10 "	16.10 "

SHARE LIST.—QUOTATIONS. HONGKONG, OCTOBER 25th, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	GLOSSING QUOTATIONS CASH.
BANKS—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	1890, sellers
China Borneo Company, Limited	60,000	\$12	all	1281
China Light and Power Company, Limited	50,000	\$5	all	102, sales
China Provident, Loan & Mortgage Co. Ltd.	50,000	\$1	all	1180
COTTON MILLS—				
Evo Cotton Spinn'g. & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 97
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	55, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 51
Laou-Kung-Mow C. Spinn. & Weav. Co., Ltd.	8,000	Tls. 100	all	Tls. 72
Soy Chai Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 30
Dairy Farm Company, Limited	40,000	\$74	all	821, buyers
DOCKS AND WHARFS—				
H'kong & Kowloon Wharf & Co., Ltd.	60,000	\$50	all	450, sellers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	450, sellers
New Amoy Dock Co., Limited	10,000	\$62	all	36, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 92
Shanghai and Hongkong Wharf Co., Ltd.	35,000	Tls. 100	all	Tls. 65
Green Island Cement Co., Limited	400,000	\$16	all	44,10, buyers
Hongkong and China Gas Co., Limited	7,000	\$10	all	200
Hongkong Electric Co., Limited	60,000	\$10	all	223
Hongkong Hotel Company, Limited	12,000	\$50	all	319
Manila Metropole Hotel Limited	8,000	\$50	all	375
Hongkong Ice Company, Limited	15,000	Tls. 10	all	311
Hongkong Rope Manufacturing Co., Limited	50,000	\$25	all	1565, sales
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	318, buyers
INSURANCES—				
Castor Insurance Office Co., Limited	10,000	\$250	\$50	\$220, ex div.
China Fire Insurance Co., Limited	20,000	\$100	\$20	1217
China Traders Insurance Co., Limited	24,000	\$25.33	\$25	1015
Hongkong Fire Insurance Co., Limited	5,000	\$250	\$50	350, sellers
North-China Insurance Co., Limited	10,000	\$15	\$25	Tls. 160
Union Insurance Society, Limited	12,400	\$250	\$100	845, buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	3225, @ Tls. 73
LANDS AND BUILDINGS—				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	3105, sellers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	373, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	323, sales & bu.
Shanghai Land and Investment Co., Limited	78,000	Tls. 50	all	Tls. 104
West Point Building Co., Limited	12,500	\$50	all	347
MINEING—				
Societe Francaise des Charb'ges du Tonkin	16,000	For. 250	all	3700
East Australian Gold Mining Co., Ltd.	200,000	\$1	all	35, buyers
25,000	\$10	all	\$114	
Peak Tramways Co., Limited	50,000	\$10	all	31, buyers
Philippine Co., Limited	75,000	\$10	all	35, buyers
REFINERIES—				
China Sugar Refining Co., Limited	20,000	\$100	all	1134, sellers
Lason Sugar Refining Co., Limited	7,000	\$100	all	336, sellers
STEAMSHIP COMPANIES—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	811
Douglas Steamship Co., Limited	20,000	\$50	all	214
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	all	27
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	25	all	55, £14 15/-
Shell Transport & Trading Co., Limited	2,500,000	\$1	all	826
Star Ferry Company, Limited	10,000	\$10	all	327
South China Morning Post, Limited	10,000	\$10	all	317
Steam Laundry Company, Limited	6,000	\$25	all	325
STELES AND DISPENSARIES—				
Campbell, Moore & Co., Limited	1,200	\$10	all	312, buyers
Wm. Powell, Limited	15,000	\$7	all	324
Watkins, Limited	10,000	\$10	all	321
A. S. Watson & Co., Limited	90,000	\$10	all	321
Weissmann, Limited	3,000	\$10	all	315
H. Price & Co., Ltd.	15,000	\$10	all	312, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	all	310
United Waterboat Co., Limited	100 idem	\$10	all	300
	50,000	\$10	all	372, buyers
EUROPE—				
Para Rubber in London			4/2d per lb.	
Leans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.
				VERNON & SMYTH, Share-Brokers.

W. H. ALLEN, SONS & CO., LTD.

QUEEN'S ENGINEERING WORKS, BEDFORD.

Makers of

THE "CONQUEROR"

Centrifugal, Pumping Machinery,
Ordinary and Turbine Type,

Steam, Motor and Belt Driven.

High Efficiency Condensing Equipment.

ENCLOSED ENGINES

Marine Installations in Combination with
Dynamos, Pumps and Fans.IRRIGATION and Drainage Pumping
Machinery.

SOLE AGENTS.—

WILLIAM C. JACK & CO., LTD.

14, DES VŒUX ROAD, CENTRAL, HONGKONG.

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THE CIGARETTES OF DISTINCTION

Bouton Rouge

and Felucca

A LUXURY TO

THE MAN

OF TASTE

IN 50's & 100's

HERMETICALLY SEALED BOXES

AT \$4.20 AND \$2.80

PER 100

FROM ALL TOBACCONISTS.



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THE NESTLÉ & ANGLO-SWISS
CONDENSED MILK CO.

CHAM (SWITZERLAND) AND LONDON.

Another Famous Product on the above
Company is itsMilkmaid
BRAND
MILKGUARANTEED
FULL CREAM.LARGEST SALE
IN THE
WORLD.20 Cents Per Tin.
\$2.30 ... Per Doz. Tins.
\$20.00 ... Per Case of 4 Doz. Tins.
ON SALE AT—
LAW, CRAWFORD & CO.
EWAN TYE, Queen's Road Central.
CHEONG TYE, Queen's Road East.
SAN YUEN, Queen's Road East.
NAN HENG LEE, Queen's Road Central.
MUTUAL STORES, Queen's Road Central.
HONGKONG CO-OPERATIVE SOCIETY,
11, Caine Road.

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